

INFORMATION REPORT

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SOURCE

1. The Sovromtransport shipyards at Galati are located in the new basin or Badalan sector, about two and one-half or three km east of the Sovrom Administration headquarters. [redacted]
[redacted]
[redacted] The yard had two graving docks, and [redacted] two building ways next to the basin; there may have been others in other parts of the yard. I saw one or two floating drydocks in the basin; these could not handle ships over 1000 tons. There were warehouses in the yard also.
2. [redacted] I saw many naval and commercial vessels undergoing repair in the Sovromtransport shipyards at Galati. There were two Rumanian destroyers, the Marasti and Marasesti; two fast motor gunboats; a Soviet destroyer, twice the size of the Marasti, named for a Soviet city which I do not remember; two Soviet motor gunboats, larger than the Rumanian ones; and a thousand ton Soviet ship which had capsized. All of these vessels were from the Black Sea. In addition, there were three or four Rumanian Danube tugs for towing barges, twenty barges, and six Rumanian border guard (naval) motor boats which were used after the war to clear mines from the Danube. General repairs consisted of changes on the deck (superstructure) of ships. No equipment was added to ships; antennas might have been changed, but no new radios were added.
3. The entire structure was to be changed on the Soviet submarine Delfinul, No 80, "MAN", which was old and had been damaged during the war. work had not yet begun [redacted] because

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neither the submerging chambers nor complete new engines, on order from England, had come. I heard that the disassembly was to be speeded up so that the submarine would be ready for the new parts when they arrived, and that the job would be completed in the Autumn of 1952. I also heard that the submarine would be able to remain submerged for 24 hours after it is repaired. /See also [redacted]

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4. Sovrom ordered machinery from England for their tugs, and all new vessels had engines of English manufacture, ie, Diesel engines of 600 or 800 HP from the firm of Winddop. New construction at Galati consisted of river tugs and barges; ocean-going vessels were not constructed, only repaired. I heard that the shipyard completed one tug a month. The tugs were about 25 m long, four or five m wide, with metal hulls and wooden interiors. I also heard that the construction of a barge took one month, but I don't know how many were under construction at one time. I heard further that the capacity of the barges was 80 freight cars. The barges were generally made of metal; the hulls were either welded or riveted. I was told that the metal was imported from the Soviet Union, but I think it was manufactured in Rumania.
 5. The shipyard had some three or four thousand employees, working three eight-hour shifts, seven days a week. I heard that the workers in Galati were the best in all the Danube shipyards. There was a four-year training school at the yard. Apprentices worked a regular eight-hour day and attended classes for three or four hours every night except Sunday; attendance at classes was compulsory. After four years the apprentices were given the rating of master and were qualified for supervisory positions.
 6. [redacted] Giurgiu and Turnu Severin shipyards are about the same size as the one at Galati. Vessels over 1000 tons cannot go beyond Galati, so that the yards up river are engaged in construction and repair of river vessels only. Minor repairs are made on river vessels at Orsova, which employs about 300 workmen.
 7. Ocean-going vessels are being built at Budapest for Rumania and Hungary, but this includes only freighters of 800 tons. Braila shipyard employs two or three thousand workers and engages in repairs. I have heard of no new construction in the Braila shipyard.
 8. I know little about mines. I have heard that they were laid by ship. The ones near the shore at Constanta are magnetic, the ones at sea, contact mines. [redacted]

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